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REPORT

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—OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY—



San Diego's first railroad was built to carry coal from ship to shore on the Pacific Mail (later Pacific coast) Steamship Company wharf at the foot of 5th Avenue. A steam "dummy" (disguised locomotive) is seen with a train of coal cars in the 1880's.

Photograph - F. W. Reif collection, Courtesy of P.A. Copeland



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San Diego Railroad Museum

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From The Desk Of The Executive Director

Look to the future! So many times we, as individuals, get caught up with our dreams and problems and forget that there is a tomorrow. What we do today is the foundation on which tomorrow can be. We need to have a flexible vision when we utilize the time, effort and money we have available. This is so true for us if we are to build a Museum for the future. To do this, we need to recruit and train people to do our job or to carry on with our projects when we are not available. Every team needs to have a back-up team in case of changing needs. We need to be flexible to take advantage of unforeseen opportunities. Sometimes money needs to be shifted in order to take advantage of a

future need. Each of us, in our own way, needs focus in our own special areas to increase our successes and to move the Museum forward.

On Sunday, May 23, the first railroad car was moved onto the new track in the lower yard. True, it is only the old SD&AE box car #108 and its purpose is to support the MOW crew that is working to finish the track into the new building. It lets them check the gauge on track #11 and the setting of the new switches. It is nostalgic to think of how far the hopes and dreams of those early organizers of the our Museum and all the volunteers down through the years, have come. But like everything else it represents progress! We will be hard put to get

track into the new building by the end of June and spiked down. Time, effort and money all have come into play. This is mentioned in the positive. Few of our visitors see and understand the commitment and effort of volunteers like Rich Warner, Steve Kostelak, Ken Hansen and Mark Henderson on a regular basis, the welding crew as needed and the many others who have dropped by to drive a spike or two. Some other needs of the Museum have also been striving to move ahead. Each in their own way have demands on our limited time, effort and money.

Rich Borstadt is making plans to clean and prepare the Army Guard Car (G-10) because it is

scheduled to be one of the first cars into the display building. Ted Kornweibel will be out of town most of the summer but Frank Stites, Kevin Dudenbostel and the other members of their team will continue to push to have the Railway Post Office Car ready to move into the display building as apart of our first effort toward a full fledged Museum.

Fred Camathan, Tom Walker, Paul Broer, Craig Spinola and Paul Broer (Jr) keep working to bring the new HAZMAT container on line. It will be "temperature kind" to paints and lubricants when finished and designed to handle spills inside it safely. Recently the fire sprinkler in the Car Barn sprung a leak and raised havoc with the office files and equipment. The lights in the tool room will need to be replaced. We can never relax our efforts to operate a safe and positive environment. This requires flexibility.

Inside the Car Barn sits a new generator for the #3873. Chris Ward has begun the process of opening that engine up so that the new generator can be installed. This step is a commitment by the Museum to make the #3873 its main motive power for the 21st Century. The cost comes high and further costs will likely be incurred, but a reliable workhorse for our Tecate trains is a must. Until this is accomplished, we will carry on preventive maintenance to #2104, #1820 and our yellow switcher. Further work on #2098 and #1809 will stop. The current interest in our other Road Engine is encouraged but the allocation of time, effort, and money are not a priority at this time. Those of you who have an urge to paint an engine might consider #2104 as a likely candidate or if black paint is all you have to work with you may think of #1809, any of the old steam engines or the black railway crane.

Think of these as not restoration projects but regular maintenance. Any project that requires lettering needs to be run by Larry Owen. His contributions such as the lettering of #3873, have been most appreciated in the past.

The Steam Team is facing a challenge. Running a steam schedule has always had its problems. But that's steam! Because we have the #2353 up and running we are getting calls from foamer groups and film companies for special runs. Although we have not been regularly inundated with crowds on steam days we certainly have seen an increase in ridership. The down side has been a call for special runs that stretches the volunteer help we have. This is likely to increase. It is important that all of us realize that having a working steam engine in our collections is wonderful. Making her pay her way is the bottom line. Developing and fostering a reliable, in-depth, maintenance crew is a must if we are to take advantage of special runs. Without such a commitment the "old Lady" may yet become just one more static display.

An opportunity has come to the Museum from Camp Pendleton. We were offered 1100 feet of excellent track. This high quality material is needed for the future upgrading of our mainline. To get it requires us to quickly divert valuable time, effort and money planned for other things. The flexibility and initiative of our maintenance-of-way has been truly tested. They have organized volunteers from throughout the Museum to take advantage of this opportunity. This sets their time table back on finishing the lower yard and interferes with their mainline inspections and maintenance. The point is that we must always keep an eye out for the future.

Summer is bringing challenges in terms of operations. It is no longer possible to expect our hard working and dedicated train crews and trainmen to carry the load they have so valiantly maintained this past spring. By now know you should be aware of the schedule changes we have made. Our need for more volunteers in this area continues. The need to encourage younger people to become engineers and conductors is especially important in this area. We are fortunate to have a good example of this in the fine efforts of Mike Edwards. It is important that we give him every support in learning his new responsibilities and to help him grow with experience. We must invest both time and effort in training and giving responsibility to those who will have the future of the Museum in their hands!

Our main office has been under-going great stress. The loss of our secretary and Martin's serious health problems have created severe personal pressures for me. We have gained the services of Bill Valverde and Maria Anguiano to replace them. I am deeply indebted to all you who have come forward to help and have been generous to me when I have been pushed to the wall. Teri Gregory and Corrine Gallagher have been especially supportive and much of the interim running of the office has fallen on their shoulders. The support of Kurt Karlsgodt and Glenn Reiter have ensured that the Museum's interests have not been neglected.

We now move into the summer months. We look forward to rising to our challenges and to honor the purpose to which we all subscribe, building for the future and a great Museum!

Patricia Blackmore

Annual Dinner

The Annual Dinner was a big success. There were about 90 people at the dinner (that's more that I can remember in a long time). Many people arrived early and Pat personally put a lei around everyone's neck. We sat with 10 people per table and could look out across San Diego Bay and look at the city lights. We ate and after the great meal, Mike Gerdes presented the tape he and his wife shot for KPBS.

We saw three shots of 2353 going over the high bridge and a shot of 2353 in Mexico going into tunnel 4, the international tunnel. The camera crew was standing in the middle of the tunnel right over the track and were in 2353 went through the tunnel. They got blasted by the smoke and it clouded up the lens on the camera. We also saw in the shot of 2353 going over the small bridge just before the stone store. Mike even had a shot of 1820 going over the high bridge operated by Randy Houk and Jack O'Lexey was the firemen.

Jim Lundquist gave his presentation on the history of the railroad Museum. Jim talked about several locations that they had looked at before deciding to buy the property at Campo. Some of the other sites include the salt flats in South Bay, Rose Canyon along Interstate 5 and Sorrento Valley. The videotape showed the gymnasium which is now our car barn at Campo. The Gym came complete with a wood floor. They had considered building track across the floor but luckily when they tore up the floor Jim said the concrete was only two inches thick. The first two cars on the property were the 1890s cars on the east side of barn today.

Utilizing the Shay locomotive, the volunteers began to assemble all eighteen of the Museum pieces to

begin the trip to Campo. It had been estimated it would take 10 hours to go the distance. The Shay broke down by the time it got to Garcia in Mexico. 7485 pulled the equipment in groups of 2 or 3 to Campo taking a week.

The award where as follows:

Eager Beaver:

Darren Apedail,
Mike Edwards,
Karen Pruitt,
Betty Conklin,
Ansara Gilbert
Gabe Bradford.

Silver Spoon Award:

Jim Baker,
Jim Friedland,
Dave Johnson,
Bob Miles,
Terri Gregory,
Bruce Semelsberg
Maryann Thompson.
Suc Ann Targart

Directors Award

Rich Borstadt.

Jack Stodelle Award:

Roy Pickering.

Historian Excellence:

Bruce Semelsberg.

Campo Depot Service Award:

Terry Gregory.

Campo Community Service Award:

Roger Challberg.

Special Service Award:

Carol Dyrang,
Rich Warner,
Paul Lannen
Stan Paulsen.

Rail Fan of the Year:

Dave Slater.

For his work on restoring locomotives. He worked for eight or more years getting 1820 restored and has been working on 1366 which you can see on track four.

The Gold Spike Award:

Randy Houk.

For his work on our fine web page and if you haven't seen it you need to look at it because there are more than 40 pictures on Miller Creek alone and several hundred pictures on the entire Web site.

Silver Spike:

Jack O'Lexey.

Jack O'Lexey

Restoration Department Report

It's been awhile since readers of the Report have had an update on the restoration of Santa Fe RPO 74. Contrary to what a few of you may have thought, the project is not dead in the water. In fact, great progress is being made, even while the restoration crew is shorthanded.

You can probably guess who the heroes are: Frank Stites, Dick McIntyre, Dick Cupp, and Bob Haney. I'm not included in that august company, because ever since last July I have been out of state for a month at a time, back home for two or three weeks, and then away for another stretch. So these four stalwarts have shouldered most of the burden, and their accomplishments have been considerable. The most dramatic progress is in finally getting the last clerestory windows installed. This was no simple task, because the remaining windows were those which open and provide ventilation. The mechanisms which regulate the degree to which the windows open were frozen shut, and I had despaired of making them operable. Oh me of little faith; I should have known that Dick McIntyre would figure out how to get them unstuck. But that wasn't all; since each window opening was slightly different, each window had to be planed to fit and the placement of its pivoting hardware had to be individually measured. You have to operate the windows to really gauge the skill that McIntyre brought to bear; I doubt that the windows operated any better when the car rolled out of Pullman's shops in 1926. And when we discovered that some of the hardware was missing and, of course, not available "off the shelf,"

who recreated the pieces in his home shop? "Mac," of course!

I believe that God blesses us in ways big and small, and certainly another blessing is coming through our master wood-smith, Frank Stites. For years he has been honing his skills with the San Diego Fine Woodworkers organization. How to construct the sills for the RPO's main windows has perplexed us for months, because each one has a slightly different dimension, and each requires multiple cuts. Frank finally figured out the best way to accomplish this, and, lo and behold, he won precisely the power tool necessary for the job at a raffle! I wouldn't begin to know how to use it or to create the sills, so we are fortunate to have just the man and the tool for the job. Everything in its time!

We have turned another significant corner in the interior of the car, by beginning to paint it. The walls where we had done so much patching have been primed, and you would never know there was Bondo behind the paint! It was thrilling to see it turn out so well. And this brings to mention another blessing. A year or so ago we lost one of our faithful restoration workers when the Navy transferred Kevin Dudenbostel to a desk job in Houston. Well, either that desk job didn't agree with him, or he was pining for the San Diego Railroad Museum. I think it was a little of both. Anyway, Kevin is back with us, although his submarine is going on a Westpac in June and he won't return again until shortly before Christmas. Kevin, you won't get to read this for awhile, but we want you to know how happy we are that you've returned. Kevin is one of the

best breed of volunteers: I can't remember him ever saying "no" to a task that needed to be done. Whether it's restoration, or track-work, or clean-up, or anything else, he just pitches in, no questions asked, no objections raised. The only problem with Kevin's return is that we can no longer claim that the restoration force is an all-senior citizen crew!

Speaking of long-time restoration volunteers, I had a pleasant reunion with Ken Faller, who moved to Illinois a year ago. We've missed Ken, and I'm happy to report that he is doing well. He took me to visit the Illinois Railway Museum, which was a real treat. Ken helped restore many of the pieces of rolling stock you see around the Museum, and was always there with his weed wacker when we had a clean-up day. He also did his share of track work. Now if we could only lure him back...

No pictures this month, but I guarantee you some good ones next issue, to illustrate the completion of a unique "restoration" effort. This is another Eagle Scout project, involving the construction of a speeder trailer out of a variety of parts and some purchased materials. It's not strictly restoration because there wasn't a complete trailer to begin with. I won't give you any names or details now, only to say that the project was conceived and encouraged by our roadmaster, was assisted at crucial times by our metal magician, and is making the restoration superintendent enormously proud.

Ted Kornweibel

Superintendent of Restoration

Washout at KP 63.5 on 3 April 1999

Conductor: Randy Houk
Engineer: Jack O'Lexey
Fireman: Mike Edwards
Brakeman: Sandy Schussler
Trainmen: Mike Retz,
Bob Schussler,
Carol Dyreng, and
Ann McVeagh

We departed Campo for Tecate at 1003 with #1820, four SD&A coaches, baggage #6700 and 227 passengers. At a time of 1115 at KP 63.5 (about 2 miles east of Tecate) fireman Edwards called for engineer O'Lexey to immediately stop the train, so Jack "plugged" it. Since we were moving fairly slowly (perhaps 10mph) the emergency brake application was sudden, but not too rough.

The west end of #1820 stopped within 10 feet of a serious washout. Three ties-worth of track were insufficiently supported because of water flow from the southeast. Mike left the cab to view the damage and used the radio to inform me that "we weren't going any farther." I walked up to have a look and agreed with his assessment.

Jack, Mike and I briefly discussed our options and decided to back the train to the crossing just west of KP 64, which we did. Ann McVeagh was pretty sure that we could get some buses to pick up the passengers for the trip into town. We did not have a "Mexico capable" phone, and the radio in #1820 could not reach Campo from that distance. Ann and Mike Edwards walked to a nearby business while we backed

the train. A very helpful employee named Roger at notebook maker Rundel helped Ann get in phone contact with Jaime Campa, operator of Pollo Veloz restaurant. Jaime was able to acquire the use of five buses and drivers.

The mood of our passengers was fairly upbeat. The trainmen and I kept them informed that we'd had a washout, but buses were on their way to complete the trip into Tecate. As the buses came into view we backed the consist into the seldom-used crossing so that vestibules on either side of the baggage car aligned with the concrete for easy detraining. The time was now 12:15, and the process of loading the buses went quite smoothly. Everyone was told to be ready for re-boarding these same buses at 3:00 so that we could head back to Campo at 3:30. A Tecate policeman gave Ann and other crew members a ride into town. Ann took Mike Edwards' radio so we could maintain contact with her.

Only one couple did not want to make the trip into town, so Ann called Josh Moorchouse to meet us to take these folks back to Campo. Josh did this, and I think these people will come back again to ride to Tecate.

Mike Edwards, Mike Retz and I walked back to the washout to get a good look at it. I used our conductor kit Polaroid camera to take five photos of the big hole under the tracks. Edmundo from the Mexican railway arrived to view the damage there and at another much smaller washout approx. 0.2 Km to the east. We hadn't seen the small one from the train. I got a picture of it, too.

At about 2:45 I asked a Tecate police officer, who was detailed to keep an eye on our train, to take me into town. I wanted to see how the bus boarding process would go. As the police car pulled up at the square there were our 225 passengers wait-

ing, and the first bus was just pulling in. Boarding went smoothly, and after a somewhat bumpy ride we arrived at the train. Jack and Mike decided to not block the crossing with the train, and instead boarded everyone at the east vestibule. At the rate the buses were arriving this technique worked well.

We departed eastbound at 3:36 with #1820 pushing us all the way back to Campo. I stayed on the vestibule with the radio sending car length and direction info to Jack. We arrived at 4:42 and two INS officers walked through the train. We then unloaded, and I received no negative comments from passengers.

I'm happy with the outcome of this trip, but its success was made possible only by the outstanding contributions of the following folks:

Mike Edwards, for spotting the washout in time for Jack to stop us.
Jack O'Lexey, for responding quickly to Mike's request for a stop.
Ann McVeagh, for calmly and thoughtfully knowing how to go about calling for help. The fact that she speaks Spanish is very important.
Jaime Campa, for getting us the buses and drivers. He made several phone calls.
Tecate Police, for getting the crew members into town, and providing security.
Tony Ynelan and his group for helping with crowd control in Tecate.

Thanks to Allan Dillane and his crew for the fast repairs.

Randy Houk

Signs Along Our Right-Of-Way

If you've been on a SD&A Railway trip lately, you've probably noticed quite a few new station signs along the track. The old ones, put in by the museum fifteen years ago, have fallen victim to the ravages of time, and maybe a little vandalism. Although there are no depots at most of these locations, they are called station signs. Some of the station names date back to the time when the railroad was built. Other names are more recent.

The man responsible for all this renovation is long-time member Jim Lundquist. He'd be the first to point out that many people have helped him and continue to do so, since he is far from finished with this project. Another long-time member, Larry Rose, is sharing the lettering job with member Larry Owen. The wooden poles, which are in the area of 14 feet long, were donated by still another long time member, Wally Barber. Allan Dillane, as Road Master, is there to offer whatever technical support is needed. Jim Brown helped with the digging of several holes; no small job along our rocky roadbed. The steel sign over the SR-94 bridge at Dog Patch was fabricated and donated by Bob Kelsh at Sign Crafters in El Cajon. Last, but definitely not least, was the help Jim got from his daughter, Sabrina, who handed Daddy tools as

he stood on the ladder, bolting the Campo Junction sign to the pole.

In a way, these new signs are an improvement over the ones they are replacing. The original SD&A standard called for double-bladed signs. (Two boards — one on each side of the post.) But over the years, cost-cutting resulted in replacement signs being single-bladed. All of Jim's new signs are once again double-bladed.

Some of you, who have been members of the museum for some time and have taken or worked the

cab. When a trench was being dug for a drainage pipe, Sport kept an eye on his master from above. If Jim was running a speeder up the line, she was there riding with him. You get the picture; Jim and Sport were almost inseparable. One day enroute to Miller Creek, Sport fell off the speeder on the curve between Mile Posts 70 and 71. (No, she wasn't hurt!) But all those early crew members heard about it and started calling the spot "Sport Curve." Years later, after Sport died at the old age of 14 years, Jim kept her memory

alive by placing a station sign on the curve named after his beloved dog. Now, there is a new sign leading into the curve and everyone riding the train to Miller Creek will know when they are entering Sport Curve.

Jim has already installed station signs at Miller Creek, Clover Flats, Sport Curve, Brown Dog,

Barrett, Campo Junction and Dog Patch as well as three Yard Limit signs. Soon to come are signs at the San Diego Railroad Museum, Emerald Gap, Chicken Junction and Division. The next time you take the trip to Miller Creek or Tecate, keep an eye out for these handsome new signs. They are a reminder of what one person can accomplish at our museum. Jim promises to continue to bring along a paint brush every time he comes up to Campo — there is always something to paint.

Mike Retz



Jim Lundquist putting up the sign at Campo Junction.

Photograph by Mike Retz

Miller Creek train, have heard the station names Brown Dog and Black Dog. You may even know the stories behind these names, but do you know how Sport Curve got its name? Going back a few years to the mid-1980's, Jim Lundquist would drive his pick-up truck to Campo every weekend with his dog, Sport. Those were busy days at Campo, before we ran our demonstration trains, and Sport went everywhere with Jim. If he was engineer of the construction train going to Miller Creek to put in the passing track, Sport was right there with him in the

Arrival At The Depot

*This is from a 1990 paperback
called "Yesterday in San Diego"
by Arthur Ribbel.*

It was a grand trip by train from Nebraska to San Diego in 1915 and it was made even grander by alighting at the new, magnificent San Diego Santa Fe railroad station. The memories of that trip have been refreshed many times by visits to the old Spanish-colonial style depot on Broadway and Kettner Boulevard. It was, indeed, an imposing and elegant edifice then, and it still is, and is included in the National Register of Historic Places. Its domes still glow in the sunlight, the old solid oak benches in the waiting room look sturdy and clean, its striking ceiling rises high and handsome, luggage carts still rattle over spotless and level bricks, and people still hustle to the familiar call of "All aboard!"

But men dressed more formally in 1925 than they do now. They wore suits, felt hats, maybe high shoes, white shirts, ties and possibly a vest with a gold rope chain athwart the chest, one end anchored to an elk's tooth and the other to a thick gold watch. His waist bulge might not have been a paunch, but a money belt.

The ladies didn't appear with bare heads, wearing tank tops, slacks, sandals or tennis shoes, as some do now. Their dresses were long and full, their blouses up to the throat, shoes were high and their hats were weighted down with stacks of feathers, ribbons and bows, berries, flowers and for true elegance possibly a small stuffed bird. Painted now, and with other renovations to spruce

it up, the depot looks a lot like it did in 1915, when it was built to conform to the Spanish architecture of the Panama-California Exposition, a showcase like the train station of this sun-splashed Eden by the sea. By itself, the depot was a hardy and gladsome welcome to the wondering transients from the East and Midwest, by itself, a noble promise of a better life in the sun. Each step, each detail of that day, when a snow-harried prairie family stepped into the San Diego depot, was written large in their diaries and engraved in their memories.

One diary read: "Left Omaha via Union Pacific for San Diego at 11:55 a.m., Oct. 21, 1916. Snowing. "Arrived in San Diego via Santa Fe at 6:30 a.m., Oct. 24, and went to the Knickerbocker Hotel. Sunny!"

It was love at first sight between the immigrants and the ornate depot. Everything looked regal, even the restrooms. Its magnificence enhanced the excitement and the lively vibrations within the newcomers. The opulent depot prepared the settlers for the grandeur of the Exposition in Balboa Park.

Although the depot looks much the same now, there is something big missing, a vacancy, an emptiness in the air. Gone are the steam locomotives, the burly and impressive stars of the Age of Steam, those brawny fire-eating iron monsters with the thunderous snorts. Chafing for the gallop, the locomotives bellowed out their blasts and rolled out of the yards headed for the open country.

Small boys, whose sharp eyes caught every detail of the railway and depot, remembered for life the heraldic names of the various cars of the trains. Nor would lads ever lose from memory the images seen from the train windows: signal lights flashing at night, telegraph poles rushing past, villages, desert, shacks

along the right-of-way, a coyote slinking into the brush, seas of corn, cattle, cowboys, people waving, funny little depots, on-rushing scenery, a panorama of America through train car windows, like stereoscopic views sent back home.

For almost 100 years, the railroad station was the main feature of most communities in America. To many town and city people of bygone eras, the railway depot represented the status and wealth of their community, in addition to its cultural and moral standing. Pride, civic esteem, prestige and love went into the building of those old depots. These emotions still have meaning to any San Diegan who takes time to walk to his depot at the foot of Broadway to eye the lofty magnificence of the old place - especially to those who remember and once tingled to the thrill of arrival here.

Mike Retz

2000 MEMBERS BY THE YEAR 2000

*The membership campaign for
members who bring in new
members.*

Prizes range from train rides, boat rides, theatre tickets and more. The "Super 2000" winner will be awarded the grand prize for signing up the most new members.

Call the Museum office at (619) 595-3030 for membership applications. Please include your name on each new application for contest credit.

Library Lowdown

I would like to thank all of the volunteers who have helped at the library so far this year. Bruce Semelsberger, Bob Underhill, Laura Emery, Gabe Bradford, Dale Prescott, Roy Pickering and our newest volunteers Ed and Mary Ann Ashbaugh.

Your help has made our library a great success and valuable resource to people from all over the world. We have recently helped a researcher from China by emailing him plans for cabooses as he wants to build one there. We are getting a lot of requests for used books and magazines from our website. We just got our first request for a book from Austria. He wanted one we had on Amtrak locomotives and cars.

We have a new computer and scanner system to bring us up to date. We have installed a software package called "PastPerfect". It will allow us to catalog all books, photos, maps, paper files, magazines, corporate records, ephemera and artifacts with photos. It will also track who donated the items, generate a thank you letter and deed of gift. The front office also has a copy that they will use to track memberships. Someday we will be linked together.

Even though we do not have access to the internet in the library I have made copy of our web page. So if you would like to stop by and check it out I would be glad to give you a tour. We also have some great panoramic photos of San Diego in the 1900s and some shots of the original California Southern Depot that show the newsstands.

Roy Pickering

Superintendent of Libraries

Optional Uniform

(Effective when temperature exceeds 80 degrees.)

Trainmen and Brakeman

Black short pants for the men (if desired), white shirt (no tie) or white polo shirt, vest (optional) and pill box cap.

Black skorts for the women (if desired), white shirt or something equal to white polo, vest (optional) and pill box cap.

Brakeman-Firemen

Engineers strips or blue denim, T-shirt or short sleeves Engineer's hat or SD&A caps optional.

I have hats for people who work 3 days a month on operation days 4 months not necessarily consecutive.

Hats are as follows:

Gold lettering on a black hat.

**OPERATIONS DEPT.
SAN DIEGO & ARIZONA
RAILWAY
MOUNTAIN DIVISION**

Superintendents hats:

Red with gold printing.

Polo shirts will be given to operations crew who work 2 days a month on Operation days for four month not necessary consecutive.

Jack O'Lexey

Around The Museum

The piles of "stuff" are gone from the lower yard. Tracks #11 and 12 are set out half way to the new building. Rich Warner, Steve Kostelak, Mark Henderson, Al Pearson and Ken Hansen have been busy! Don Getz is back in town so if he can get a backhoe you can expect to see track inside the building! Getting it spiked down, the ballast delivered and spread will be the next challenge.

We haven't had a member's only barbecue and shindig in years. Let's all pitch in and pick a job. Encourage your buddies to help out. Maybe we could have a blast on the 4th of July or at the latest, on Labor Day.

The Steam Team could run the 2353. We could have speeder rides and maybe velocipede races. Just think of all the lies and tall stories that can be told about all those who aren't there. There are so many great people and memories of past accomplishments it would be great! Don't just sit there, stop talking, and do something!

Ted Kornweibel needs help with the RPO Car. The Steam Team needs to shine the bell. MOW needs help in driving spikes. The cars that will go on display need cleaning and freshening up. Who is good at bulletin boards, is artistic, can use a hammer and saw? Who has the experience to put together food for 600 people? Jim Newland and Rich Borstadt are looking for help and ideas! We can't do everything nor do we have a lot of money, but we do have a cause! Cause it's time!

Allan Dillane

MUSEUM BIZ: THE TREATMENT GUIDELINES: PRESERVATION

Preservation is chosen as a treatment when:

the historic piece's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations. Preservation may be considered as a treatment. Prior to undertaking work, a documentation plan for Preservation should be developed.

In the last column, we discussed the factors for choosing the appropriate historic property treatment. In this article, we will deal with the first treatment: Preservation. Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic building, or in our case, piece of rolling stock.

Of the treatments, preservation is the ultimate goal. It is the highest standard to attain. The assumption for a piece slated for preservation is that significant amounts of original materials and character-defining features are intact. The retention of this existing original form, features, and detailing is paramount. Therefore, protection, maintenance, and repair are emphasized while replacement of this original fabric is minimized.

Guidance for preservation follows a five-step process:

- 1.) Identify, Retain, and Preserve Historic Materials and Features.
- 2.) Stabilize Deteriorated Historic Materials and Features as a Preliminary Measure.
- 3.) Protect and Maintain Historic Materials and Features
- 4.) Repair (stabilize, consolidate, and conserve) Historic Materials and Features.
- 5.) Limited Replacement In Kind of Extensively Deteriorated Portions of Historic Features.

These guidelines are implemented through compliance with the Standards for Preservation as defined by the National Park Service. The Standards are written as the ultimate goals to achieve. They are as follows:

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be produced and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new materials will match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Jim Newland

NEXT TIME: THE TREATMENT GUIDELINES: REHABILITATION

Clifford E. "Cliff" Pennick,

Feb. 18, 1917 - April 13, 1999



Clifford Pennick, a 17-year member of the Museum and known to his many Museum friends as "Cliff", passed away peacefully early on the morning of April 13th at a La Mesa Retirement home, where he had been living since February. He had prostate cancer.

As a boy on a Kansas farm, one of Cliff's first real jobs was hauling water for the steam-powered threshing engines during harvest time. Assigned a buckboard wagon and a horse, he made continuous round trips between the work area and the tank at the windmill from before sunup to sundown, six days a week.

Cliff was born in a farm house near a railroad siding called Deerhead, Kansas on February 18, 1917, just before the country's entry into World War I. At the same time, the not-yet-completed San Diego & Arizona Railway was grading roadbed and laying track east of Campo and in the Carrizo Gorge. The Upper Campo Creek Viaduct was being installed. The SD & A was the only railroad in the country that was allowed to continue construction during the War.

In the flat Midwestern plains states, locomotive whistles could be heard for miles, depending on the wind direction. Such a whistle may have greeted baby Cliff at the moment of birth, which may explain his interest and enthusiasm in the Railroad Museum's projects many years later.

After high school, in the closing days of the Great Depression, Cliff and a friend hopped a west-bound freight train of coal cars with other "Knights of the Road" to visit his friend's girlfriend in Phoenix, Arizona. Turned out the young lady's attractive cousin, Dorothy, was also visiting from Kansas, and after Cliff scrubbed off all of the coal dust, he and Dorothy decided they wanted to get to know each other better. In less than 6 months, they were married. The following year, their first child, Richard, was born in Kansas and the new family moved to Los Angeles to seek their fortune.

Cliff joined the Navy after Pearl Harbor and following Boot Camp in San Diego, was assigned to a data-processing unit with the 11th Naval District. Within a few months, dependent housing became available and the family moved into a rundown duplex in Linda Vista. Gasoline and many food and clothing items were being rationed during the War, and no new automobiles were being built for domestic consumption. Fortunately, Cliff had purchased a new Oldsmobile 2-door sedan in 1941. So the family at least had dependable transportation.

After the War, Cliff tried his hand in the printing business, in partnership with his high school friend, who had married his girlfriend and fought the Japanese in the South Pacific as a U.S. Marine. The business wasn't profitable, and Cliff was able to parlay his data-processing experience into a job with the Consolidated Vultee Aircraft Corporation, known locally as "Consolidated", which made a name for itself during the War effort building B-24 bombers.

Years later, the company was sold to the giant General Dynamics Corp. and became the ConVAir Division, continuing to supply the commercial aircraft industry and the U.S. defense establishment. Cliff retired from GD in 1982 after 25 years with the company. After retirement, Cliff and his wife, Dorothy, acquired a camping trailer and began an extended period of camping and travel throughout the Lower 48. Later they travelled the world, including Europe, Mexico, Central America and the Orient.

At his request, his eldest son, Dick, introduced Cliff to the San Diego Railroad Museum, and a second career was born. This association was very satisfying for Cliff during the last 17 years of his life, as it introduced him to large new group of friends and provided a focus for his naturally-outgoing and friendly personality. Cliff wasted no time jumping into train service as a Trainman. He used his people skills to good advantage on the Museum's special train to Hipass on November 19, 1988, the first pas-

senger train to that point in 37 years. He was quick to lend a hand with a variety of restoration and other Museum projects, including the La Mesa Depot display, rummage sales, and other outreach and fundraising projects. When called on, he donated money as well as time.

In 1986, Cliff and several other members ventured to the little Mendocino County town of Ft. Bragg to help prepare our priceless Mallet steam locomotive #46 for movement to San Diego. Some now-forgotten photographer snapped a photo of Cliff just as he emerged from the black, oil-soaked recesses of the service pit under the engine in California Western Railroad's Ft. Bragg enginehouse. He had been tasked to remove and re-grease the grease pads on each driver axle, and the photo brought into question which party ended up with more grease! The success story of this acquisition was followed shortly with the acquisition of the Museum's current "fair-haired maiden", ex-Southern Pacific R.R. steam locomotive #2353.

The acquisition of the 2353 from the operators of the Mid-Winter Fairgrounds at Imperial, Calif., and its transportation to Campo was only the beginning of a long, arduous and expensive journey to restore the 1912 steam engine to operation. By 1989, after some preliminary dismantling and structural testing, member Larry Williams offered to assume the responsibility of completing the restoration, with the help of a sizeable and varied mix of Museum volunteers and professional tradesmen. Cliff answered the call and spent the next 5 years happily toiling away with whatever project needed doing.

He was there as the boiler was being removed from the frame for shipment to San Diego. He spent countless hours with Larry, Richard

Dick and the others at Fraser's Boiler Service helping to restore the old ALCo boiler and install new flues and flue sheet.

He was there to help with the machining of the driver boxes and to drill the bolt holes in the new smokebox front, using the Museum's big donated radial arm drill. He shared in the thrill of the first steamup and the first trial run. When 2353 was finally introduced to the public at the official "Rolling Out" ceremony March 2, 1996, Cliff was honored to be picked to hold one end of the ceremonial ribbon, which the big shiny engine cut as it departed the Campo Depot with the inaugural train.

Cliff wore his special "Project SP 2353 Steam Team" coveralls with pride and considered each oil splatter and grease spot a validation of his many hours of volunteer work on the old engine. In March, 1990, he joined other Museum volunteers for a special passenger train to Tunnel 6 in the upper reaches of the Carrizo Gorge.

Cliff was not too proud to perform hard, manual labor, even into his 80's, and he often volunteered to help with trackwork and ride as second man on the fire-watch motorcars in recent years. He was frequently seen in his hardhat at the controls of one of the Museum's big forklifts, moving things or lifting things as required. In March, 1996, the Museum honored Cliff Pennick with one of its highest volunteer awards, the Silver Spike, for his long and generous contributions to the Museum mission.

By now, the late restoration guru Norm Hill has surely button-holed Cliff at that Great Railroad Museum in the Sky to help him with all of those old railcars and locomotives that were tragically cut up for scrap down here on Earth years ago.

His family suggests memorial contributions to one of Cliff's favorite projects, the "2353 Fund" in care of the Museum. For those who wish to honor Cliff's memory in this way, checks should be made payable to "SDRM 2353 Fund".

Until later, Dad. Have a nice journey. And God speed. Let's plan to have some more of those great pancakes and hash browns at Mary Etta's one of these days, if you're not too busy!

Dick Pennick

FROM THE TRAINING OFFICER

The Qualification Board recently certified the following people for the positions indicated.
CONGRATULATIONS!

STEAM ENGINEER

Bob Nickles,
Jack O'Lexey,

ENGINEER INSTRUCTOR, DIESEL

Randy Houk,
Larry Williams,

BRAKEMAN

Jim Lundquist,

*(Recertification after a "sabbatical" of
too many years. Welcome back Jim!)*

STEAM FIREMAN INSTRUCTOR

Ken Kahan

Miller Creek Schedule Revision

Beginning in June, we will be running one train to Miller Creek on Saturday. With the Tunnel closed the Tecate train will go to tunnel 3 1/2, return to Campo, take a train to Miller Creek, return to Campo and then return to 3 1/2 to pick up the Tecate Passengers. When the line is clear, we will depart for Tecate at 1000, leave Tecate at 1400 instead of 1430, return to Campo, try to leave for Miller Creek at 1530, try to be back at Campo by 1730. Is this going to be a long day, yes it is but with your cooperation it can be done. The object is to save crews equipment by eliminating one train. And, when the dinner train is done, it will allow one crew to take care of both Tecate and Miller creek, maintaining our obligation to both and taking some of the pressure (we hope) off the operating crews. Sunday's schedule will remain the same. Steam Weekends will be classed as a "special event" and will be handled and coordinated with Tecate excursions as required.

I realize that this is going to be a big change, and I hope that we will have the cooperation we need from everyone to make it work. Thank you to everyone that has worked so hard to bring Museum Railroad Operations to it's present state and level of support. I believe we have one of the best and safest railroad operations in existence and it could not be done without you and the effort that all of you have contributed.

Thanks again!

Denby Jones

San Diego's "Impossible" Railroad - Part 2

By Richard Dodge

The following article appeared in the "Dispatcher" which you might say pre-dated the REPORT. It was put out by the Railway Historical Society of San Diego. This article was dated June 29, 1956. It may be a few years old, but it does give us a good insight into the history of the SD&A. Part 1 was published in the REPORT Vol. 269.

By the end of 1913, the rail front was about eight miles west of Tecate at an elevation of approximately 1500 feet. On the Eastern Division, Coyote Wells, elevation 272 feet and 26 miles west of El Centro, was reached in April, 1914. Regular trains were running from El Centro to Dixieland, 19 miles. Passenger service to Tecate, 52.3 miles from San Diego, elevation 1685 feet, was begun in September 1914.

Next came Calamity No. 5, with the declaration of war in Europe, starting what developed into World War I. There was no money available for railroad construction projects. But, somehow, John D. kept the work going. Political relations with Mexico became strained. Some troops were landed at Veraacruz. As there was a serious risk of war, all American citizens were ordered out of Mexico. However, Mexican foremen carried on the construction work nobly until the disputes were settled.

The Santa Fe Railway was then building its present station in San Diego. Negotiations were concluded for the use of the new facility, making it a union station, with the San Diego & Arizona paying a pro-rata on the costs. This arrangement replaced the plans for building an individual depot at Market and India Streets.

It had been the hope that the SD&A would be completed in time for the opening of the Panama California Exposition in Balboa Park on January 1, 1915, but there was a long way to go on that date. In January, two consolidation locomotives were delivered, bearing numbers 101 and 102. They had been built by the American Locomotive Company in Schenectady in

1914. Passenger coaches and baggage cars were received from the Pullman Company's shops.

Railroad building in the country was now at a standstill, except on the SD&A. The Sherer Company was awarded the contract for the grading to Campo, including the boring of tunnels numbers 3 and 4. The latter was expected to become a tourist attraction as the international boundary line is crossed in the tunnel.

Mother Nature dealt the next blow. It was the tremendous devastation by floods in January 1916, augmented by the failure and collapse of Lower Otay Dam on the 27th.

The high fill across Otay Valley was swept away, 1,000 feet of fill in Sweetwater Valley was washed out and great damage was done to the new work along Campo Creek. Engine #50 was derailed, turned over onto its left side and sank in the sand and mud in Sweetwater Valley, engineer Wilfley and fireman Schussler having narrow escapes. Train service over temporary tracks was resumed in mid-February.

The rails reached Campo, 65.3 miles from San Diego, elevation 2,585 feet, and, on October 2, 1916, a combination rail and auto service was inaugurated. It was by train to Campo, transferring there to "roomy 12 passenger chair car autos" of the White Star Motor Company to El Centro. Trains were also operated from San Diego to Tia Juana to serve the patrons of the horse races held in Tijuana at the old track near the border.

By December, amicable relations had been re-established with the Southern Pacific, now headed by Julius Kruttschnitt, Chairman of the Board. John D. formed a partnership and it was agreed that the road would be built jointly on a 50-50 basis. The Board of Directors of the SD&A was reorganized to admit representatives of the Southern Pacific.

Twohy Bros. Company was awarded the contract for the construction of the roadbed from the terminal east of Campo for 20 miles, including the building of the spectacular bridge over Campo Creek (and present day Highway 94) at Stony Canyon. The highest point on the line is reached at Tecate Divide (High Pass) with an elevation of 3660 feet, 82.4 miles from San Diego.

1917 brought the United States into World War I. The Government seized and took over the operation of all major railroads, under the Railroad Administration. All railroad construction was stopped. John D. overcame this

calamity by making a trip to Washington and convincing the authorities of the necessity for the completion of the SD&A as a defense measure, on account of the military installations in the San Diego area. He was granted an exception, the only one issued. But labor shortages and the high cost of materials still hindered progress.

The Directors voted to purchase the San Diego & Southeastern Railway Company in November. Both roads were owned by the same persons and the consolidation would reduce the overhead. In this transaction two saddle tank engines, 2-4-2T type, and 3 ten-wheelers were taken over. The tank engines, numbers 2 and 5, were sold in 1919. The 4-6-0's became SD&A numbers 21, 22 and 23. In a short time, they were renumbered 10, 11 and 12 respectively.

Three gasoline-electric motor cars, used on commuter runs to La Mesa and Lakeside, were also acquired. They retained their road numbers, 41, 42 and 43. This assignment was continued for several years.

The California Railroad Commission authorized the installation of crossings at grade with the Pacific Coast Steamship Company's railroad and the Santa Fe Railway and City streets from Fifth Avenue to First Avenue and at I Street. An agreement had been reached with the Santa Fe whereby the SD&A would perform the switching operations on industry spur tracks north of its main line.

Track laying was started east from Campo and the towers and piers for the Campo Creek Bridge were completed by the end of the year.

Then the final contract, covering the last 20 miles, was signed with the Utah Construction Company. This included the almost impossible stretch through Carriso Gorge. Work was started from both ends of the canyon. There were 17 tunnels to bore in the 11 miles in the gorge proper, ranging from about 200 feet to about 2,600 feet in lengths. The bench had to be carved out of the steep slopes of the canyon, sometimes as high as 900 feet above the bottom of the ravine. Wooden trestles were decided upon because of the extreme heat during the summer months. There were 14 side hill trestles, where the inside rail is on solid earth and the outer one is supported on the trestle. How this most difficult construction could be accomplished taxes one's imagination. Expensive by-pass roadways had to be constructed around the tunnel locations. Water for construction camps was a serious problem, as always in desert locations. 20 degree curves were required at several points. From the 2,836 feet elevation at Jacumba, the descending grade with a maximum of 2.2%

brought the rail level to 2,006 feet at Carriso Gorge Station. The cost of the Gorge section exceeded the wildest estimates, resulting in an expenditure of over \$4,000,000 and running the entire cost of the road to \$18,000,000.

In 1918, the building of the 13 miles of track to serve the Army and the Navy aviation fields located on North Island was authorized by the War Department. These tracks connected with the Coronado Belt Line from the ferry landing.

On April 16th, the officials made an inspection tour from San Diego and witnessed the closing of the final span of the Campo Creek Bridge. The rails were laid to Jacumba Hot Springs, 92 miles from San Diego, by July 18th and, on the eastern division, to the foot of the Gorge.

Further afflictions plagued the road in 1919. There was a world wide influenza epidemic. The construction workers in the camps in the Gorge were hard hit.

By mid-August, all but 4 tunnels had been completed. The next constant source of trouble was tunnel 8 in the Gorge, defying the efforts of the drillers to make much progress. Most of the barrel had to be cut through solid rock. When an advance was made, loosened rocks would slide down, blocking the bore. In one cave-in, a workman was buried and fatally injured. The completion of this 2,500 foot tunnel delayed the opening of the line. For a time it was believed that a shoo-fly would have to be built around it. Track laying and ballasting were completed to the portals of the adamant tunnel and it was finally conquered, holed through and the rails laid.

On Saturday, November 15th, the "Gold Spike Limited" made its run from San Diego to Carriso Gorge Station, carrying all the top brass and big shots from the Southwest Corner, including Baja California. A more fitting spot for the crowning event could not have been selected.

John D. climbed onto a flat car and told briefly and modestly how he had accomplished the gigantic task. When the Southern Pacific reneged, he said, "Well, then let me do it, and from that moment on I did it and continued the building with such funds as I could spare from my business and such funds as my brother aided me with..." until the partnership with the Southern Pacific was formed. Then he jumped down, stripped off his coat and drove the final spike. It was a real gold one costing \$286, and it was inscribed: "Spike driven by John D. Spreckles, President". It was also inscribed: "Last spike driven, San Diego & Arizona Railway, in Carriso Gorge - November 15, 1919."

John D. had accomplished the so-called "impossible". Mayor Wilde, in his comments, said, "You have often heard the remark that San Diego is a one-man town. Personally, I feel proud to live in San Diego when it is referred to as a one-man town.....this afternoon you can't give our great leader enough glory."

The first through trains from El Centro, 146.4 miles to San Diego, arrived at Union Station on the afternoon of December 1st, powered by Southern Pacific locomotives. Parades and banquets followed. John D. said, "This is the happiest day of my life." The first freight train left San Diego with 20 cars that night.

Through Pullman service to Chicago was inaugurated on the 10th. The trains, displaying the numbers 4 and 3, operated to and from Yuma over the Inter-California Railway but the crews were changed at Calexico. The through cars were switched to the Southern Pacific's Golden State Limited at Yuma.

Second trains were added in January 1920 as the "Imperial Valley Local", numbers 6 and 7. They operated to and from Calexico. These were replaced by "mixed" trains numbers 51 and 52 in April. In November, these carried a Pullman, making connections with the Sunset Limited, #101 and 102.

A Baldwin ten wheeled locomotive, built in 1906 and formerly operated on the Bullfrog and Goldfield Railway in Nevada, was purchased in 1919. It was fitted with a new boiler by the Southern Pacific and was assigned number 20. In 1920, four more ten-wheelers were purchased second hand, all having been built by Baldwin in 1907. These had been Las Vegas & Tonopah Railway's numbers 7,9,10 and 11 and were renumbered 24 to 27 inclusive.

In 1921, four consolidation type locomotives were obtained from the Southern Pacific; numbers 2523, Baldwin 1907; 2720, Baldwin 1904, 2843 and 2844, built by Southern Pacific in Los Angeles in 1917 and 1918. These were numbered 103 to 106 respectively. Also Southern Pacific 0-6-0 type switch engine #1046 was acquired and assigned second #2.

The Mexican Division was changed to a separate corporate entity with the name Tijuana & Tecate Railway.

But Mother Nature still protested to a railroad through the Gorge. An avalanche of rock and earth slid down the west end of tunnel #7 on May 10, 1920. Inspections revealed more incipient slide formations and it was necessary to break down practically the whole side of the mountain. Trains were

ried up for many weeks. The estimated cost was over a quarter million dollars.

In 1922, a new emblem, depicting a scene in the Gorge and lettered "San Diego Short Line", was adopted.

Trains numbers 101 and 102 were added in November, operating through sleepers via Niland on the Sunset Limited to New Orleans. These were dropped in November 1926.

Private Car #050 had been assigned for the use of President John D. Spreckels and had been named "Carriso Gorge". This car was used by A. T. Mercier, new president and General Manager, accompanied by A. D. Hagaman, General Freight and Passenger Agent, for a trip to New Orleans and the east in 1923. Motion pictures of San Diego, Coronado and the Gorge were shown in the car "to sell the San Diego & Arizona to railroad men." "Border Line Excursions" were operated in that year, fare \$4.68 for the round trip.

Engine #104 and private car "Carriso Gorge" were featured in a moving picture location in the Gorge in 1923. Elmer Hall, engineer, ran #104 on this assignment, which, at times, became a little too realistic.

With increased competition by automobiles and busses, passenger service to La Mesa and Lakeside was curtailed and the gasoline motors began making five scheduled runs to Tia Juana, using Union Station for three of them. Engine #11 was scrapped in 1925. Then came the sad news in 1926. John D. Spreckels passed away on June 7th. All San Diego mourned the loss of this "big, simple, great man."

Flash floods in December caused serious washouts west of Coyote Wells and on the Southern Pacific between El Centro and Niland. Normal service was restored in 30 days. More storm damage took place between San Diego and Garcia in February 1927.

Motor service to La Mesa and Lakeside was discontinued in 1928. However, the development of Tijuana Hot Springs into the elaborate resort of Agua Caliente, the "Deauville of the Americas", including a new race track, resulted in the operation of two to six schedules to Agua Caliente from 1928 to the end of Prohibition in the United States.

A series of disasters hit the road in 1932. First, a fire, possibly of incendiary origin, broke out in tunnel #3 in Baja California in January. The portals were barricaded and sealed and the fire burned for four days. The roof caved in. The railroad was tied up for 45 days, causing a reported loss of \$157,000.

Scarcely had service been resumed when a huge mountain slide, loosened by heavy rains, blocked the line in the vicinity of tunnel #15 on March 27th. After an engineering study had been made and plans prepared for a change in alignment, about one-half mile of new roadbed was constructed, including the building of a high wooden bridge on a 15 degree curve and tunnel changes. Freight and passenger service was restored by June 6th and the cost ran up to \$317,000.

Finally, on October 22nd, tunnel #7 burned and it was decided to abandon it. A by-pass was built around the cliff requiring seven 20 degree curves in 1,150 feet. Trains began running on January 23, 1933.

By this time the heirs to the J. D. and A. B. Spreckels estates had had enough and sold their interests to the Southern Pacific. As a result, the San Diego & Arizona Eastern Railway Company was incorporated effective February 1, 1933, as a wholly owned, separately operated subsidiary of the Southern Pacific. The motive power was relettered but the old numbers were retained.

Operation of the three gasoline motors was discontinued in 1934. #41 and 43 were scrapped and #42 was dismantled in 1939. The body of the latter was used as a field office 1940.

Another 0-6-0 switch engine was added to the roster in 1936, being Southern Pacific number 1096, built by Baldwin in 1902. It was assigned SD&A number 3. Steam engine #10 was scrapped in 1938.

Floods hit again in 1939. The branch line along the San Diego River between Santee and Lakeside was badly washed, resulting in abandonment. In a few years, the portion of this branch between El Cajon and Santee was also abandoned and the track was torn up.

1940 saw the retirement of steam engines # 2, 24 and 25, all being scrapped. #3 was returned to the SP and became Harbor Belt #3, then Pacific Electric #1508. It was scrapped in 1947.

Engines # 20, 26, 103, 104 and 106 were taken over by the SP in the first half of 1941. They were relettered Southern Pacific Lines and were renumbered 2385, 2386, 2523, 2720 and 2844 respectively.

Then came Pearl Harbor, December 7, 1941, and the United States was plunged into World War II. The war emergency created an immense increase in traffic, in both the freight and passenger departments. Many engines were obtained from the SP, three from the Northwestern Pacific and some from other roads. Engine #2385 was returned to the SD&AE on lease in 1943.

The passenger train connection was changed from the Golden State to the

Californian, using train numbers 362 and 363 on the SD&AE.

With the surrender of the Japanese in 1945, traffic quickly dropped to normal. New direct passenger service to Chicago was widely advertised in 1947 in connection with the SP's Imperial which operated via El Centro and the Inter-California Railway through Yuma. Leaving San Diego at 10:15 AM, you could "thrill to a daylight trip through the spectacular Carriso Gorge." The consist included a "dollar saving" Tourist Sleeper, in addition to the Standard Pullman and the chair car. Two months later the leaving time was changed to 2 PM. Soon the connection and switching operation were performed at Calexico instead of Yuma. Engine #12, which had since seen service as Mexicali Y Golfo #12 and SP #12, was scrapped in 1947.

Passenger service was discontinued on mixed trains numbers 451 and 452 in 1948, except on the Tijuana & Tecate Division. Ownership of locomotives 2385, 2386, 2523, 2720 and 2844 were again placed in the SD&AE in September 1948. They were relettered and renumbered 20, 26, 103, 104 and 106. All except #20 were operated on divisions of the SP, instead of on the SD&AE.

In 1949 the leaving time of the passenger train number 362 was changed back to 10:15 AM. In 1950 the departure time was advanced to 7:05 AM and the tourist car was discontinued.

The first diesel-electric locomotive, SP #5217, to pull a freight train over the mountains left El Centro on February 5, 1950, on a trial run. Officials on board were: S. A. Lamey, Trainmaster, Yardmaster and Chief Operating Official, Carl Eichenlaub, Division Engineer (now superintendent) and E. Harrison, Dispatcher at Mexicali. If diesels prove satisfactory, Harrison said, they will also be used to pull passenger trains. Later one was tried out on the El Cajon branch and other assignments.

After passenger traffic had been discouraged almost to the vanishing point, the SD&AE filed application with the California Public Utilities Commission on July 17th for authority to abandon its passenger service. Many protests were raised but to no avail. The PUC granted permission for the abandonment on December 19th. The last direct passenger train service to the east, for which the old timers had fought so tenaciously down through the years, left San Diego at 7:05 AM on January 11, 1951, with SP engine #2373 on the point. The final westbound train was pulled by engine #2383, marking the end of an era. With it came the announcement that freight service will be converted to diesel power.



**San Diego Railroad Museum
1050 Kettner Blvd.
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Engines #20, 27 and 50 were scrapped in 1950 and #1, "La Una", and #26 in 1951. Numbers 101 and 102 followed in 1953.

Engine #104 was retired in 1954 and the SP offered to donate it to the city of San Diego or other responsible authority for exhibition purposes. The Railway Historical Society of San Diego took up the task of preserving this Baldwin consolidation. After the city had declined to accept the gift, the society made the arrangements for placing the locomotive on permanent display in the San Diego County Fairgrounds at Del Mar, along with the "Carriso Gorge", President Spreckels private car which was also donated by the SP. The locomotive and the car were delivered in October 1955.

At the end of 1955, locomotives #103, 105 and 106 were still on the active list of the SP, but they will undoubtedly be scrapped when their time runs out and they need major repairs.

Now San Diego's "Impossible Railroad" is a 100% dieseled freight only line except for the "Mixto" through Baja California, and the "Operating Ratio" has improved remarkably. At this time, a hog can thrill to the awe-inspiring vistas from his car in the train moving cautiously through Carriso Gorge but you, the traveling public, can not.

If ever a railroad was a monument to one man's undaunted courage, indefatigable energy and steadfast determination to surmount overwhelming odds, the San Diego & Arizona Eastern Railway is a vibrant memorial to John Diedrich Spreckels, the last of America's great railroad builders.



Corrine Gallagher shows some of the work involved in preparing a REPORT mailing.